ABSTRACT OF THE DISCLOSURE

A shift control apparatus for a vehicular automatic transmission provided with a fuel cut apparatus which cuts off fuel supplied to an engine when an engine speed exceeds a predetermined value during deceleration of a vehicle, and an automatic transmission in which a gearshift is achieved with a clutch-to-clutch downshift in which a hydraulic friction device to be released is released and a hydraulic friction device to be applied is applied, further includes a controller. The controller corrects, through learning control, an apply pressure of at least one of the hydraulic friction devices to be operated for the clutch-to-clutch downshift such that an amount of drop in a rotational speed of an input shaft of the automatic transmission increases when that amount of drop is less than a predetermined value during the clutch-to-clutch downshift.